In view of the explanation offered, I request that the amount may be granted.

The question that Government be granted a sum of Rs. 2,56,416 under Demand X—Public Health and Sanitation, was put and carried

The grant was made.

DEMAND NO. XI—PUBLIC WORKS DEPARTMENT (INCLUDING) WATER WORKS AND DRAINAGE.

Mr. S. Sesha Aiyar: Sir, I beg to move that Government be granted a sum of Rs. 5 ,88,962 under Demand XI- Public Works Department including Water Works and Drainage.

Mr. E. K. Kuripe : സർ, ഞാൻ ഈ ഡിമാൻറിനെ അനുകൂലിക്കുന്നു. ഉൾനാടുകളിൽ ഉള്ള റോഡുകളെ സംബന്ധിച്ചു പി. ഡബ്ലിയു. ഡി. യിൽനിന്നും യാതൊന്നും ചെയ്യുന്നില്ല. ഗവണ്മെൻറു അനുവദിച്ചിട്ടുള്ള പല റോഡുകളും പൂർത്തിയാക്കാതെ ഇട്ടിരിക്കയാണു ചെയ്യുന്നതു്. തൽക്കാലം റോഡുകളായി പണി പൂർത്തിയാക്കാൻ നിവൃത്തിയില്ലെങ്കിലും മനുഷ്യക്കു നടക്കത്തക്കവിധത്തിൽ ചില്ലുറോഡുകളായിട്ടെങ്കിലും അവയെ തീർക്കേണ്ടതു് അത്യാവശ്യമാണു്. കൃഷിസ്ഥലത്തേക്കു പോകുന്നതിനുള്ള സൌകര്യംപോലുമില്ലാതെ ഉൾനാടുകളിൽ പലരും വിഷമിക്കുന്നുണ്ടു് അങ്ങിനെയുള്ള സ്ഥലത്തെങ്കിലും റോഡുകൾ വെട്ടുന്നതിനു ഗവൺമെൻറിൻറെ ശ്രദ്ധ പ്രത്യേകം പതിയണം. മൂവാറ്റുപുഴ താലൂക്കിൽ ഗവൺമെൻറു് അനുവദിച്ചിട്ടുള്ള പല റോഡുകളും പണി പൂർത്തിയാക്കാതിട്ടിരിക്കുന്നതിനാൽ ജനങ്ങൾ വളരെ കഷ്ടപ്പെടുന്നു.

President: While I do not wish to stifle or discourage discussion on this question of Public Works, I hope that honourable members will recollect that, to a very large extent, the Committee appointed by the Government to discharge the responsibilities in the matter of their needs in the several constituencies, have a right to tender advice which will, normally speaking, be accepted.

Mr. E. K. Kuripe: സർ, പട്ടണങ്ങളിൽ ചെലവാക്കുന്നിടത്തോളംതന്നെ പണം ഉൾനാടുകളിൽ ചെലവാക്കിയില്ലെങ്കിലും മനുഷ്യക്കു നടക്കത്തക്കവിധത്തിലെങ്കിലും ഉള്ള റോഡുകൾ പണിയുന്നതിനുള്ള പണം ചെലവാക്കണമെന്നാണു ഞാൻ പറയുന്നതു്. തന്നെയുമല്ല, ഓരോ ആണ്ടിലും അതാതു താലൂക്കുകളിൽ ഇതിലേക്കു അനുവദിക്കുന്ന പണം മേലാൽ മുഴുവനും അതാതു ആണ്ടുകളിൽത്തന്നെ ചെലവാക്കണമെന്നും എനിക്കു പേക്ഷയുണ്ടു്.

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Mr. K. K. Kuruvilla : Sir, I shall try to be brief. When I came to this Council for the first time, it was rather a strange experience to me to find one member after another standing up and pleading for his own cause, 'a road here, a bridge there'. I wondered how one could get his needs satisfied if this individual cry went on. I myself was very unfairly criticised by my own constituency for not representing the particular needs of that constituency. I felt, therefore, that if a plan is devised by which, slowly and surely, the country's need is met then there will be no problem for each one of us to stand up and complain that we have not got this or that. I therefore suggest to the Committee that is going to be codstituted that they should have a five or seven year plan by which the department should work consistently and satisfy all our needs. That is very necessary in the light of the industrial development which we have in view.

It was, an year ago, I think, that I discussed a scheme with Mr. Sesha Aiyar, a general scheme for Central Travancore. If you will permit me I shall stress the one great advantage of that scheme which will cover the whole of Central Travancore. Under that scheme, the construction of a three mile road, in a gap, would connect Alleppey by the shortest route with the whole hinterland. Some improvement to existing roads and a couple of bridges would bring into existence other arterial roads linking Trivandrum Quilon and other areas direct with the rich planting districts of Central and North Travancore and the High Ranges by much shorter routes than the existing ones. I need not expatiate on this because I have sufficiently discussed this question with Mr. S. Sesha Aiyar an year ago. In this connection attention may be drawn to the fact that if there is an irrigation and navigation project included in this scheme, it would increase production several fold in those areas. The Executive Engineer Rev. Mr. John Curyan submitted, I understand, a scheme to the Government which, I hope, will receive the consideration of Government.

One more matter I wish to touch upon, *viz.*, the question of a bridge at Kozhencherry. Last year, I found that Rs. 40,000 was allotted to that bridge, but that amount was not spent.

President : Which bridge is it?

Mr. K. K. Kuruvilla : At Kozhencherry, across the Pampa river.

Sir, this year Rs. 10,000 is allotted. I am surprised to find that when Rs. 40,000 had been allotted for the initial work last year, only Rs. 10,000 is allotted this year. I am afraid that no

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work will be carried on this year also. That is an important bridge which will connect several high ways in the State and I hope that the Department will try to start some work in connection with that bridge.

Mr. P. R. Godavarma Raja: Sir, let me at the outset thank the Government for their generosity in constituting a committee to go into the question of communications in the State. That is an indication of the generous policy of Government to associate the people more and more with the Government of the country, so that the ultimate goal may be reached. While fully realising the usefulness of the committee proposed, I cannot but voice forth the difficulties experienced at present by the people of the easternmost taluk of the Kottayam Division, in the matter of roads and bridges.

Sir, in answer to a question, the Deputy Chief Engineer answered today that, in Poonjar, there are 15 schools and 5 public offices. That, I beg to submit, would suffice to convince the Government of the importance that should be attached to Poonjar, in the matter of public works. I am not unmindful of the cost involved. But, Sir, unless Poonjar gets the neceessary means of communication, the people of that pakuthi would be cut off from the rest of the Kottayam Division. I would therefore request Government to do something in the matter as early as passible.

Miss Thresia Kora: Sir, I seriously doubt whether the P. W. Department has got any definite policy before it. Works which are started in a certain year are not pushed through in the next year and are left unfinished; while, other new works are started in the next year and again left incomplete towards the close of the year. Sir, incomplete roads and incomplete bridges cannot, obviously, be of any use.

Sir, the people of Minachil have been, for generations, agitating for a bridge across the Minachil river at Palai. There have been repeated representations on the matter both here and in the Assembly. About 10 years ago, some attempt was made towards the construction of the bridge and actually the pillars were planted but the work stopped there. No further provision was made, and the work has been lying over for want of funds, all these years. Sir, that is a place where about 3,000 people cross and recross the river every day, most of them school children ; and, during floods, every year there is loss of life in attempting to cross the river. Sir, if means of communications of such urgent necessity are not attended to by the P. W. D., what function on earth, I ask, do the high-paid officers of the Department have?

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[Miss Thressia Kora.]

Similarly, for many years, the roads in the northern taluks have not been maintained. Only very small allotments are made for the maintenance of these roads. And, it is the peculiar misfortune of the Minachil taluk that it has not got even one decent public building built at Government cost, not even a departmental school building or a Court house. The few serviceable roads in the taluk have been constructed by the people. The poor tax payer of Minachil ought to get something in return for the tax he pays. Justice demands that, whild the people in the capital enjoy all sorts of luxuries, at least the bare necessities of the mofussil inhabitants are provided by Government.

Mr. K. M. Kesavan: Sir, no amount of condemnation will be too much in regard to the unwise and useless way in which the P. W. D. carries on its work at present. I can substantiate my statement by a reference to what I see every day in the vicinity of my house.

Sir, there is a Sanskrit school within a furlong from my house. Young children come to that school from places even 2 miles off. There is a portion of the village road, leading to the school, which is generally under water in the rainy season. There is no ferry provided there, and the school-going children have to wait until the grown-up people who may by chance go by that way to actually carry them across that part of the road.

President: Where is this?

Mr. K. M. Kesavan: At Evoor, very near the temple. I had sent in an interpellation about this matter, but it has not been answered so far.

Mr. Puthupalli S. Kishna Pillai: Evoor or Pathiyoor?

Mr. K. M. Kesavan: This is at Evoor; there is a similar portion of the same road, at Pathiyoor too. This is on the Kayamkulam-Muttam road which is just about 5 miles long.

Sir, at Pathiyoor, near the temple, there was a bridge which fell into ruins; there too, there is not even a ferry now. Just a few days ago, before coming here to attend the Council I had to go to the Proverthicar's Cutcherry there to pay tax. As I approached the Cutcherry, I found this place full of water. I could not even made through; it was so deep. That was the place where there was the bridge which I referred to; I had to wait there until a poor man living on the brink of the punja field there brought his canoe and ferried me over to the other side; and, in grateful recognition of his timely services, I gave him a few chuckrams.

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Going along the same road, and as we approach Kayamkulam we see a very curious state of affairs. Sir, I have not got statistics before me ; whatever I have seen, whatever information I have been able to gather, I am placing before the House. In regard to this part of the road, the policy was adopted, of gravelling the road, at the rate of 2 furlongs per annum, so that in the course of the last 5 years, the department has gravelled 10 furlongs or so *i. e.*, between Kayamkulam and the Eruvai temple. The road has not been widened although it has been encroached upon by the land-owners on either side. A nominal gravelling has been done, with the result that, owing to heavy traffic, the gravel has been powdered into fine reddish soil which only serves to soil the cloth-fringes of the passers-by. A more foolish policy of keeping a road, cannot be thought of. Sir, this is a typical instance.

Coming to Kartikapalli, there are instances where the Department is pursuing an even more foolish policy. Representations have been made time after time to improve and gravel certain roads which are extremely useful to the people, especially to carry manure from one place to another. I understand that, in 1105, a provision of Rs. 5,000 was made for widening and gravelling the Kayamkulam-Kartikapalli road. I have sent in an interpellation about that road also. I learn that provision was allowed to lapse ; and nothing has been done so far. The road remains as bad as it ever was. I may even add that the bad condition of all these roads is very well known to the Legal Remembrancer, since he has toured all these parts in connection with his last election propaganda.

President : He has apparently survived these roads (*Laughter.*)

Mr. K. M. Kesavan : I would request Government to make liberal allotments to the P. W. D. Budget so that roads and canals can be opened wherever necessary, and every village in the State linked with every other. If that is done, the products in the hills can be easily transported to the backwaters and thence to ports like Alleppey and Cochin. It is only by adopting such a policy of opening new roads and repairing old roads, and of deepening and widening old canals and cutting open new canals, that we can develop our trade and commerce. With these observations I support the demand.

Mr. James Fletcher : Sir, I have to narrate a story different from that of my friend Mr. Kesavan. I have to thank Government for the proposed dustless road from Trivandrum to the Cape. Sir, this road is one which is most frequented by tourists from all parts of the world. The famous ancient temple at Cape Comorin attracts a large number of pilgrims from north

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[Mr. James Fletcher]

and central India. People from various parts of the world desire to see the Cape, the land's end of India. Naturally it is a place that is most frequented and the people who come there will take with them reminiscences of their experience on the roads. Therefore, Sir, for the credit of this country that road ought to be a first class road.

Further, I may also bring to the notice of this House that this road is one which contributes much to the Government Treasury in the way of toll every year and the improvements to this road should be attended to first. However, I have to bring to the notice of the Government the fact that the existing road has to be straightened in many places. Sir, probably it was a zig-zag foot-path years ago, when the alignment was made. If the road is straightened, it may be possible to save a distance of about 3 to 4 miles; and if that work is accomplished it will reduce to that extent the cost of maintenance of that road. Therefore now when a large sum of money is to be spent on the improvement of that road, I would suggest that the Department will take particular care to see that the alignment is straightened and the bends are broadened.

Secondly, Sir, I desire to bring to the notice of this House the fact that when a very costly road is constructed from Trivandrum to Cape, the traffic will be so heavy that it is possible that the road will be damaged. To prevent this I would suggest that Government may be pleased to have a waterway, by restoring the A. V. M. Canal. Sir, large quantities of salt have to be brought from South Travancore to Central and North Travancore. Large quantities of paddy go from the granary of Travancore to other parts of Travancore. There are other things manufactured in South Travancore that are sent up to Central and North Travancore. All these will be too heavy for a costly road as the one that is proposed to be constructed. Therefore, to draw away a certain quantity of heavy goods from being carried along the road, I would suggest that the A. V. M. Canal which was once existing and which was once usefully functioning may be restored.

Mr. V. S. Arumukhom Pillai: May I know from the honourable member whether he has any idea of the cost of opening that canal?

Mr. James Fletcher: The cost has not been estimated. But I think that it will be within the possibility of the funds available for next year.

Sir, I would also bring to the notice of the Government, another factor which, I think, is important. That is, the coastal villages are not having good roads where motors can ply about. In these

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coastal villages roads are highly necessary. Tapioca is a common food of the poor people and it needs the addition of fish for being really nutritious, Fish is available in large quantities on the sea coast. In order that this fish may be transported from the sea-side to the interior parts of the State convenient roads ought to be constructed. With a view to make it possible for the transport of these articles from the coastal area to the interior of the State I would suggest that the Department will immediately make the necessary arrangement for the construction of roads along the coast.

Of course, I have to thank the Government very much for associating a certain number of elected members of both the Houses of Legislature in helping Government in the matter of the construction of the roads which are necessary. The committee would be of immense help, I am sure, to the Government, in giving the necessary precedence to the roads that could be constructed with the funds that will be available for every year.

Mr. Thomas Chandy Mukkadan: സർ, ഈ ഡിമാൻറ അനുവദിക്കണമെന്ന അഭിപ്രായപ്പെടുന്നതോടുകൂടി ഒന്ന രണ്ടു സംഗതികം മാത്രം വളരെ ചുരുക്കത്തിൽ ഗവണ്മെൻറിൻെറ ദൃഷ്ടിയിൽ കൊണ്ടുവരുവാൻ ഞാൻ ആഗ്രഹിക്കുന്നു. എൻെറ മാന്യസ്നേഹിതൻ മി. ബാലകൃഷ്ണൻതമ്പിപോലും കുട്ടനാടിനെ സംബന്ധിച്ചുള്ള കാര്യങ്ങം അടിയന്തിരമാണെന്നു സമ്മതിച്ചിട്ടുള്ളതാണു്. ഏതു സംഗതി ഇവിടെ പറഞ്ഞാലും അതുകൊണ്ടു യാതൊരുപയോഗവുമില്ലാത്തതുകൊണ്ടു് എല്ലാകാര്യവും എടുത്തു പറയാതെ കുട്ടനാടിനെ സംബന്ധിച്ച പൊതുമരാത്തുകാര്യത്തെപ്പററി മാത്രം സൂചിപ്പിക്കാമെന്നാണു ഞാൻ വിചാരിക്കുന്നതു്.

ഗതാഗതവിഷയത്തിൽ മറു താലൂക്കുകളെ അപേക്ഷിച്ചു് കുട്ടനാട്ടിലേയ്ക്കു് കൂടുതൽ വിഷമമുണ്ടെന്നുള്ള സംഗതി സുമാർ ൧൯ കൊല്ലം മുമ്പു തന്നെ പഴയ ശ്രീമൂലം പ്രജാസഭവഴി ഞാൻ ബഹുമാനപ്പെട്ട ഗവണ്മെൻറു സമക്ഷം അവതരിപ്പിക്കയും അതിൻെറ ഫലമായി ആലപ്പുഴനിന്നും ചങ്ങനാശേരിക്കു ഒരു തോടു വെട്ടുന്നതിനു് അനുവദിക്കുകയും, ൧൦൧൧ ആരംഭത്തിൽ അതിൻെറ പണി തുടങ്ങുകയും ചെയ്തു. അതു് കർഷകരുടെ ആവശ്യമാണെന്നു മാത്രമല്ല, കച്ചവടസംബന്ധമായും ഇതു വളരെ പ്രധാനപ്പെട്ടതും അത്യാവശ്യമായതുമായ ഒരു ഗതാഗതമാർഗ്ഗമാണെന്നു ഗവണ്മെൻറിനും ഡിപ്പാർട്ടുമെൻറധികൃതന്മാർക്കും ബോദ്ധ്യപ്പെട്ട ഒന്നാണെങ്കിലും അതിൻെറ ഏതാനും ഭാഗം വെട്ടിയശേഷം പണി നിൎത്തിവെയ്ക്കുകയാണുണ്ടായതു്. ബഹുമാനപ്പെട്ട മെമ്പർ മിസ്. കോര ഇവിടെ പ്രസ്താവിച്ചതുപോലെ ആരംഭിച്ചതു തീരാതെ കിടക്കുന്ന അനേകം പണികം ഇവിടെയുണ്ടു്. ഇതുതന്നെ വളരെ ഉപദ്രവകരവും ഗവണ്മെൻറിൻെറ

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[Mr. Thomas Chandy Mukkadan.]

സൽപേരിനെ മലിനപ്പെടുത്തുന്നതുമായ ഒരു സംഗതിയാകുന്നു. ആല പ്പുഴ പോർട്ടാഫീസിന്റെ പടിഞ്ഞാറുവശത്തുള്ള പാലംപണി ആരംഭി ച്ചിട്ട് അനേകം മാസങ്ങളായി.. ഞാൻതന്നെ കഴിഞ്ഞയാഴ്ച അതിലെ കട ന്നുപോയപ്പോൾ മറെറാരാളിന്റെ സഹായമില്ലായിരുന്നെങ്കൽ തോട്ടിൽ വീഴുമായിരുന്നു.

താലൂക്കുകച്ചേരിയുടെ പടിഞ്ഞാറുവശത്തുള്ള അനേകം ആളുകൾ ഗതാഗതം ചെയ്യുകൊണ്ടിരിക്കുന്ന—ഏററവും പ്രധാനമായ ആലപ്പുഴ പട്ട ണത്തിന്റെ വാണിജ്യകേന്ദ്രമായ സ്ഥലത്തുള്ള—ഒരു പാലം പണി പൂർത്തിയാകാതെ വളരെ നിന്ദ്യമായ നിലയിൽ കിടക്കുന്നു എന്നു വരുന്ന പക്ഷം സർവരാലും പരിത്യജിക്കപ്പെട്ടുകിടക്കുന്ന കുട്ടനാട്ടിലെ സ്ഥിതി എത്രതരത്തിലായിരിക്കണം! ചങ്ങനാശേരി-ആലപ്പുഴ തോട് തുറക്കുന്നതിന കഷ്ടിച്ച് ഒരേക്കറിൽ കൂടുതൽ ഭൂമി എടുക്കേണ്ട ആവശ്യമില്ല. ഒരു ആയിരമോ രണ്ടായിരമൊ രൂപയിലധികം ചെലവു വരാത്തതും തുറന്ന കിട്ടിയാൽ ഉൾനാടുകളിലുള്ള മലംചരക്കുകൾ വാണിജ്യകേന്ദ്രമായ ചങ്ങ നാശേരി ചന്തയിൽ വന്ന അവിടെനിന്നും ആലപ്പുഴയ്ക്കു കൊണ്ടുപോകു ന്നതിനും തൻനിമിത്തം കച്ചവടസംബന്ധമായി രാജ്യത്തിന്റെ ഐശ്വ ര്യം വർദ്ധിപ്പിക്കുന്നതിനും പര്യാപ്തമായതുമായ ഒരു ഗതാഗതമാർഗ്ഗമാണ് ആലപ്പുഴ—ചങ്ങനാശേരി തോട്. കുട്ടനാട്ടിലെ സാധുക്കൾ യാതൊരു തൊഴിലുമില്ലാതെ കഷ്ടപ്പെടുന്ന ഈ സന്ദർഭത്തിൽ ഏതെങ്കിലും മരാമ ത്തുപണികൾ അവിടെ നടത്തുന്നത് അവക്ക് ഒരു രക്ഷാമാർഗ്ഗമായിരിക്കു മെന്നുള്ള സംഗതി ബഹുമാനപ്പെട്ട ഗവണ്മെൻറിന്റെ മുമ്പാകെ ഞാൻ സമർപ്പിച്ചുകൊള്ളട്ടെ.

ഇതുപോലെതന്നെ ആലപ്പുഴ—ചങ്ങനാശേരി റോഡ് വെട്ടാനുള്ള ഒരു ആലോചന മുൻപു നടന്നു. അത് ഇപ്പോൾ ഏതുസ്ഥിതിയിലിരി ക്കുന്നു എന്നു അറിയാൻ നിവൃത്തിയില്ല. കർഷകരെ ആശ്രയിച്ചു ജീവി ക്കുന്ന തൊഴിലാളികൾ ഇവിടത്തെ ക്ഷാമം നിമിത്തം തൊഴിലില്ലാതെ കഷ്ടപ്പെടുന്ന ഈ സന്ദർഭത്തിൽ അവക്കു ശരിയായ പ്രവർത്തനങ്ങൾ ഉണ്ടാക്കികൊടുക്കാത്തപക്ഷം ദൂരമല്ലാത്ത ഭാവിയിൽ ഒരു ക്ഷാമനിവാര ണഫണ്ട് ഇവിടെ ഏർപ്പെടുത്തേണ്ടിവന്നേക്കും എന്നുകൂടി ഞാൻ ബഹു മാനപ്പെട്ട ഗവണ്മെൻറിനെ അനുസ്മരിപ്പിച്ചുകൊള്ളുന്നു. ആലപ്പുഴ—ചങ്ങനാശേരിറോഡ് തന്നാലേ ആലപ്പുഴ വാട്ടർവർക്സിന്റെ ഉപയോഗം കുട്ടനാട്ടിലെ ജനങ്ങൾക്കുണ്ടാവുകയുള്ളു. എന്നുവേണ്ട ഭാവിയിൽ പല ഗുണങ്ങളും ഉണ്ടാകുന്നതിനു പര്യാപ്തമായ ഒന്നാണ് ഈ റോഡ്. കൈ

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നകരയിൽ ഒരു കടത്തുവള്ളം വേണമെന്നു ചോദിച്ചിട്ട് പത്തുകൊല്ലത്തിലധികമായി. അതുപോലും അനുവദിച്ചുതരാൻ വളരെ പ്രയാസമായിരിക്കുന്നു എന്ന കഥ ഓർക്കുമ്പോൾ ഗതാഗതവിഷയത്തിൽ പൊതുജനാഭിപ്രായത്തിന്റെ ശ്രദ്ധ വളരെ കുറവായിട്ടേ കൂട്ടനാട്ടിൽ പതിയുന്നുള്ളൂ എന്ന അതിഗൌരവാവഹമായ സംഗതി ഗവണ്മെൻറിന്റെ ദൃഷ്ടിയിൽ കൊണ്ടുവരികയും ഗതാഗതവിഷയമായി ഏതൊരു താലൂക്കിനെ അപേക്ഷിച്ചും കൂടുതൽ കഷ്ടത അനുഭവിക്കുന്ന കൂട്ടനാട്ടുകാരിൽ പ്രത്യേകതരത്തിലുള്ള ദൃഷ്ടി പതിപ്പിക്കുന്നതിനു ഡിപ്പാർട്ടുമെൻറധികൃതന്മാരെ ബഹുമാനപ്പെട്ട ഗവണ്മെൻറ് കർശനമായി ചട്ടം കെട്ടണമെന്നു ഉൽബോധിപ്പിക്കയും ചെയ്തുകൊള്ളുന്നു.

Mr. S. Sesha Aiyar : Sir, the first point which requires explanation from me is about the incomplete works which have been lying incomplete for some little time. The chief reason for this is financial stringency at the present time. There are several other causes the important one being the question of the availability of lands. There have been difficulties in getting the lands through which the roads are proposed to be taken or other works taken up for execution. I shall give a very recent example. It was not in the case of a road. It was in the case of a very small work. There was a proposal to improve a certain tank in the year 1935 in South Travancore. The estimate was prepared for deepening that tank. In the year 1937 funds were allotted and the contract was settled. But when the contractor and the P. W. D. Officer went to the spot, they found a certain place which was quite adjacent to the outlet of the tank occupied by a ryot. This plot of ground which measured only less than a cent was supposed to be Government poramboke land.

(*Speech not concluded.*)

The House adjourned at 5 P. M. to meet again at 11 o' clock the next day.

A. GUNAMONY,
Secretary to the Sri Chitra State Council.

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